UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Combat Service Support Schools
Training Command
PSC Box 20041
Camp Lejeune, North Carolina 28542-0041

STUDENT OUTLINE

COURSE TITLE: Reserve Officer & SNCO Logistics Course

LESSON TOPIC NUMBER: D121

LESSON TOPIC: INTRODUCTION TO MARITIME PREPOSITIONING FORCE MPF Operations

INSTRUCTIONAL REFERENCES:

1. FMFM 1-5 / NWP 22-10, Maritime Prepositioning Force (MPF) Operations
2. OH 1-5-1, Tri-MEF Maritime Prepositioning Force Standing Operating Procedure
3. OH 1-5-2, Maritime Prepositioning Force (MPF) Operation Checklists
4. MCWP 3-32, Maritime Prepositioned Force Operations (DRAFT)

OVERVIEW: The purpose of this class if to provide general information concerning MPF Operations.

a. Major Teaching Points:

- **Identify the phases of MPF**
- **Identify the definition of MPF**
- **Know the 6 conditions for deployment of MPF**
- **Know what constitutes continuous planning considerations**
- **Identify what constitutes deliberate planning considerations**
- **Identify the classes and characteristics of MPF assigned ships**

- **Identify elements of the Sea Movement Group**

- **Identify elements of the Air Movement Group**

- **Know the Definition of Regeneration**

- **Identify Regineration planning considerations**

LEARNING OBJECTIVES:

a. Terminal Learning Objective: Given the requirement to support MPF operations, commander's guidance, the operations order, access to AIS, and the references, support maritime prepositioning force (MPF) operations, to ensure proper identification of logistics support requirements. (0402.08.02)

b. **Enabling Learning Objectives**:

(1) Given the references, operations order, commander's guidance and a written test, identify phases in the maritime prepositioning force (MPF) planning, per the references. (0402.08.02a)

(a) Identify the definition of an MPF.

(b) Identify the six conditions necessary for deployment of MPF.

(c) Identify what consitutes continuous planning considerations.

(d) Identify what consitutes deliberate planning considerations.

(e) Identify the classes and characteristics of MPF assigned ships.

a. Enabling Learning Objectives:

(1) Given the references, operations order, commander's guidance and a written test, identify the steps within the marshaling and movement operations, per the references. (0402.08.02b)

(a) Identify the marshaling phase

(b) Identify the elements of the sea movement group

(c) Identify the elements of the air movement group

d. Enabling Learning Objectives:

(1) Given the references, operations order, commander's guidance and a written test, identify the steps of regeneration/reconstruction operations, per the references. (0402.08.02d)

(a) Identify the definition of regeneration

(b) Identify Regeneration planning considerations.

STUDENT MASTERY

a. DATE MATERIAL WILL BE TESTED: N/A

b. MATERIAL WILL BE TESTED USING THE FOLLOWING METHOD: N/A

HISTORY OF THE MPF

Following World War II the primary strategic sealift mission was to rapidly move men and equipment to Europe to defend against a Soviet/Warsaw Pact conflict. The central front of this potential engagement was 3,600 miles away and sealift would be provided by 600 NATO merchant vessels and an active US merchant fleet that still numbered 578 major ships as of 1978. Due the the rapidly decrease in US shipbuilding, those 578 ships dwindled to 367 over the next 12 years. The Iranian crisis and Soviet Invasion of Afghanistan in the late 1970's initiated an emphasis on developing rapid deployment forces to respond to contingencies in distant regions, such as Southwest Asia, in addition to the continuing mission in Europe.

This first step to achieving this responsive capability were the development of the NTPS (Near Time Prepositioned Ships). The NTPS were on station at Diego Garcia July 1980 and contained the equipment and 30 days of supplies for a USMC Brigade. By early 1984, the first Maritime Prepositioned Ships

combination RO/RO and breakbulk ships specifically built or converted for the Navy had been commissioned and were loaded with prepositioned vehicles, equipment, and supplies. By 1987, 13 ships organized into three squadrons had been commissioned, crewed with civilian mariners, loaded and deployed. The ships were more than just floating warehouses. Each of the three ships carried equipment for a Marine Expeditionary Brigade (MEB), along with enough supply sustainment for at least 30 days. The squadrons were associated with a specific MEB to ensure effective planning and training.

1. DEFINITION. MPF operations are a strategic deployment option that is global in nature, naval in character, and suitable for employment in a variety of circumstances. As such, MPF operations provide an essential element in the conduct of national military strategy. MPF operations are predicated on the concept of flying the personnel of a Marine Air Ground Task Force (MAGTF) and Naval Support Element (NSE) into a host nation arrival and assembly area to join with equipment and supplies prepositioned aboard forward-based Maritime Prepositioning Ship(s) (MPS).

2. NATIONAL MILITARY STRATEGY. The MPF program supports several key components, principles, and planning and employment concepts set forth in the National Military Strategy (NMS).

a. Components. The capabilities provided by the MPF program contribute to two of the four main components of the NMS which include Strategic Deterrence and Defense, Forward Presence, Crisis Response, and Reconstitution.

(1) Forward Presence. MPS squadrons (MPSRONS) are strategically based around the globe and have highly-trained Marines and Sailors ready to link up with them in an area of operation in a matter of days. This capability, given credence by frequent exercises, demonstrates commitment, reinforces alliances, enhances regional stability, promotes U.S. influence and access, and is especially responsive to regional crises or natural disasters.

(2) Crisis Response. With the dissolution of the former Soviet Union, the real threat we face today is the threat of uncertainty. We can expect regional crises to arise in any geographical location and, as history suggests, to arise on short notice. We must be able to respond quickly and credibly to deter an escalation to hostilities and, if that

fails, to fight to win quickly and decisively. MPFs, one component of the Marine Corps Force Module Concept, are tailor-made to respond independently and in conjunction with other forces to a variety of regional crises.

b. Principles of the Strategy. MPF capabilities exemplify three principles of the NMS:

(1) Strategic Agility. The force needed to win can be assembled by the rapid and efficient movement of forces from wherever they are to wherever they are needed. No other combined arms force in the world can match the MPF in this regard.

(2) Power Projection. The forte of U.S. naval power. A MPF provides sustained power projection when forcible entry is not required, and has strategic value beyond crisis response. The MPS squadrons on station, with the guarantee of highly-trained forces ready to deploy, contribute daily to deterrence, and to regional and collective security.

(3) Decisive Force. A principle demanding that we be willing and able to assemble the forces needed to win once a decision for military action has been made. A MPF may often be potent enough to be the decisive force in a crisis situation. In cases where more is needed, a MPF could be used as the enabling force for the introduction of heavier U.S. and Allied or coalition forces.

3. STRATEGIC MOBILITY. With the reduction of amphibious and commercial lift, the Marine Corps developed the MPF concept. The MPF enables the Marine Corps to respond to any crisis in the world in a short amount of time.

4. ESSENTIAL ELEMENTS OF THE MPF CONCEPT.

a. Maritime Prepositioning Force modules. The MPF force modules are pre-established building blocks from a Marine Expeditionary Unit to a Marine Expeditionary Brigade. This allows a sequential flow of forces to support the needs of a CINC.

b. Rapid Response. The goal of the MPF concept is to establish a MAGTF ashore as rapidly as possible, and for the MAGTF to be operational within 10 days or less of offload initation.

c. Global Capability. The MPF must provide the flexibility for simultaneous or sequential employment of MAGTFs worldwide.

d. Command Relationships. MPS(s) are operationally assigned to the supported CINC. Administrative control rests with Maritime Sealift Command (MSC).

e. Sustainability of the Maritime Prepositioning Forces. Sustainability of MPF is the combination of prepositioned material and airlifted elements associated with a MEB-sized MAGTF with sustainment capability for up to 30 days.

f. Two-Tier Command Relationships. The assignment of a Commander of the Maritime Prepositioning Force (CMPF) and a Commander of the MAGTF allows for simutainous deployment of forces and the MPF. This may preceed the timely assignment of a CMPF.

5. RELATIONSHIPS OF MPF AND AMPHIBIOUS CAPABILITIES. The MPF program provides rapid and efficient strategic deployment options for the geographic combatant commanders. MPF does not possess the capability for forcible entry; amphibious forces are the only means of naval force projection with the capability to forcibly enter a hostile land theater of operations from the sea.

a. Continuous presence of forward deployed amphibious MAGTF's provides the CINCs with rapidly employable forces of combined arms which can be used independently for specific missions or, if the situation requires, as an enabling force for the introduction of a MEF using MPF, MEUs, Air Contingency Force (ACF), and/or the heavier forces of other services.

b. Planning to integrate MPF with amphibious capabilities for forward deployed presence, crisis response, or exercises, will be guided by the following: MPF complements the capabilities of amphibious forces; it is not a substitute for amphibious presence or force requirements.

6. CAPABILITIES. The essential contribution to strategy of MPF operations stems from its inherent mobility and flexibility which allow concentration of forces quickly in a specified area. The existence of this power projection capability is a deterrent to potential adversaries. MPF forces can be used for the rapid introduction of forces to:

a. Augment an amphibious deployment or operation.

b. Occupy or augment and advanced naval base.

c. Preemptively occupy and defend key choke points along Sea Lines Of Communication (SLOC).

d. Establish a blocking position for both offensive and defensive operations.

e. Reinforce an ally with a credible force prior to hostilities, and sustain relations with allies and coalition partners through routine exercises and operations.

f. Establish a sizable force ashore to enable closure of additional forces and to support the theater commander's campaign.

g. Deter adventurism through diplomatic signaling afforded by positioning MPS and alerting Marine/Navy forces.

h. Provide a rapid peacetime response in support of humanitarian assistance and disaster relief.

i. Provide economy of force through reduction of strategic airlift requirements, and reduction or elimination of the need to employ amphibious forces capable of forcible entry to a contingency that does not require such force.

7. CONSIDERATIONS FOR EMPLOYMENT. The essential requirement for an MPF operation is a secure area that allows for arrival and off load of ships and aircraft, and the joining of personnel and material. Regardless of the mission assigned for subsequent operations, the following conditions are required to establish the MPF MAGTF ashore:

a. A secure area from initiation of strategic deployment through completion of arrival and assembly.

b. Adequate strategic airlift and aerial tanker support.

c. Adequate off load forces (NSE) to support the operation.

d. Sufficient airfield space for B-747, C-5, C-17, and C-141 operations and throughput capability to support the intended airflow.

e. Ample port and/or beach area for timely off load and throughput. The port must have sufficient water depth, adequate overhead clearance, and maneuver room to admit MPSs. Beaches and advances must be evaluated for hydrographic supportability as well as being swept for mines and other hazards.

f. Suitable road network between the port and/or beach and associated airfield to permit a timely arrival and joining of airlifted units with their sea lifted equipment and supplies.

8. MODULAR CONCEPT. The Marine Corps has developed a concept of force modules. Force modules are task organized forces of different sizes and missions in order to provide flexibility of employment and deployment, short responsiveness and sufficient force sustainment. Each module is specified by a force list that provides the module's T/O, T/E, and several deployment options that involve trade-offs between ready-to-operate time and force sustainment. The four force modules for MPF are:

a. An MPF MEU is comprised of one ship MPF with a FIE of 22 aircraft loads. The MPF ship is normally the MPSRON flag ship, since it has the communications capabilities necessary to support off-load operations, and the Commander, MPSRON is on board. The notional force list is 2,858 Marines and Sailors.

b. An MPF MEB is made up of a entire MPSRON (4 to 5 ships) with a FIE of 249 aircraft. It is a Marine Expeditionary Brigade with a force list of 17,644 Marines and Sailors.

9. MPF LIMITATIONS. The MPF ships are commericial cargo ships that are loaded administratively to maximize space. Therefore, they are not loaded nor do they posses a force entry capability. Offloads are continengent on environmental factors such as sea conditions, beach availability and conditions, Port facilities and weather. Althought very capable, the employment of entire Squadron will not match the equipment normally associated with a MEB. The ships do not possess the extensive command, control, communication, and information capability normally associated with an Amphibious Ready Group.

10. PHASES OF MPF OPERATIONS. An MPF operation occurs in five phases (the fifth phase is not currently established in doctrine). While they are explained as separate phases, they may occur concurrently.

a. Planning. MPF operations are characterized by both continuous and deliberate planning. The planning phase begins on receipt of the warning order and is continuous through completion of the operation.

(1) Continuous. Ongoing refinement of both troop and equipment/supply lists for general missions and specific contingencies. Continuous planning includes preparation of operations plans and the modification of existing plans to provide for changes in force capabilities and introduction of new equipment and procedures.

(2) Deliberate. Preparation of concept plans and operation plans based upon a specific mission. During deliberate planning, plans appropriate to the mission are reviewed and modified according to the mission assigned and the specific situation for the subsequent employment.

b. Marshaling. During the marshaling phase, units complete final preparations for movement to Aerial Ports of Embarkation (APOEs) and loading aboard aircraft. The marshaling phase begins on arrival of the first element at a designated marshaling point and ends on departure of the last element from a departure airfield.

c. Movement. This phase consists of the movement of the forces by air and sea to the Arrival and Assembly Area (AAA). The movement phase begins upon departure of the first aircraft of the FIE from the APOE or when the MPSRON begins transit to a designated AAA. The movement phase ends when the last FIE aircraft arrives in the AAA and the last MPSRON ship has arrived at the off-load site(s).

d. Arrival and Assembly. The arrival and assembly phase is the crucial phase of a MPF operation. The phase begins upon arrival of the first MPSRON ship or the first aircraft of the main body at the designated AAA. This phase ends when the equipment and supplies have been off-loaded and issued to units, command and control communications have been established, and the MAGTF commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by

the MAGTF and movement to those possible operations areas are not considered part of a MPF operation. The arrival and assembly includes:

(1) Provision of local security for arrival and assembly as required.

(2) Initial preparation of an AAA.

(3) Coordinated arrival and simultaneous off-load of equipment and supplies from the MPSRON (port, beach, or a combination of the two).

(4) Reception and throughput of FIE.

(5) Reception of the MAGTF self deploying aircraft.

(6) Issue of prepositioned equipment and supplies to arriving units.

(7) Assembly of the MAGTF's combat capabilities.

(8) Preparation for the operational mission for which the MAGTF deployed.

e. Regeneration. MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operation capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPSs in a different configuration to that which existed prior to the off load. The goal is to reestablish the full function of MPF assets with desired expeditionary capabilities to support approved force modules as rapidly as possible. Regeneration is different in purpose and scope and should not be confused with redeployment.

Commitment of an MPF MAGTF to contingency operations results in an enormous expenditure of material capability. Depending on the duration and intensity of a particular operation full recovery, and regeneration of MPF capabilities may require a few months or several years. The goal of MPF regeneration is to reestablish the Marine Corps capability to conduct MPF MAGTF deployments as quickly as possible following completion of the forces' mission. The regeneration effort is dependent on release of Maritime Prepositioning Ship (MPS) material from operational requirements and will probably be conducted concurrently with the redeployment of forces. The decision to

regenerate the portion of the MPF employed in an operation is made at the Joint Staff level predicated on the recommendation of the supported Commander in Chief (CINC).

(1) Planning considerations . Planning for regeneration of MPS will begin when a portion or all of an MPF capability is committed for an operational contingency. Planning may include regeneration of a partial MPF capability prior to meeting the goal of full mission capability or may involve a regeneration effort which is independent from the committed theater of operations. Planning for regeneration may begin during the arrival and assembly phase even if the order to commence regeneration has not been given. Regeneration is different from redeployment in purpose and scope and should not be confused with it during planning and execution. Redeployment and MPF regeneration should, however, be mutually supportive and integrated as both processes frequently occur concurrently.

11. COMMAND RELATIONSHIPS. MPF command relationships are flexible and complex and change during each of the phases of an MPF operation. The basic concepts for command relationships are as follows:

a. MPF operations are conducted under command of a designated unified combatant commander. Normally, the unified combatant commander will exercise Combatant Command (COCOM) through the designated task force commander. Supporting Commander in Chief (CINC)s and Commander in Chief United States Transportation Command, (CINCUSTRANSCOM) will provide forces and or support as directed by the Joint Staff and coordinated with CINCUSTRANSCOM.

b. There are two general types of MPF operations:

(1) Independent Operations. Those in which the MPF MAGTF becomes part of a JTF that involves no other USMC forces or those in which the MPF as the JTF supports an Allied endeavor.

(2) Augmentation Operations. Those operations in which the MPF MAGTF augments an existing MARFOR or an ATF.

c. An MPF is a temporary organization created to deploy a MAGTF.

d. The command relationships during a MPF operation are similar to those of an amphibious operation. Command positions include:

(1) Commander in Chief (CINC). The CINC of the unified command within whose theater the AAA is located. The CINC has overall responsibility for the MPF operation and is specifically tasked with determining the nature of and providing the appropriate security for the MPSRON and the MAGTF during the movement and the arrival and assembly phases. The CINC also allocates airlift sorties necessary for the movement of the MAGTF to include those required sorties to support the FIE and the flight ferry of MAGTF self deploying aircraft.

(2) Commander, Supporting Naval Forces (CSNF). The CSNF and staff originate from a standing Navy organization prepared to execute the MPF support mission. Ideally, the fleet CINC will designate the CSNF prior to the start of the planning phase. CSNF coordinates Time Phase Force Deployment Data (TPFDD) and deployment of his forces with the MPF MAGTF commander. CSNF is responsible for providing all Navy specific support required to satisfactorily complete the off load of MPE/S. CSNF is responsible for, or coordinates with CATF, for seaward security. During MPF augmentation operations when the MPF augments amphibious operations, the CSNF may be subsumed by CATF completely or be tasked to perform specific functions. Subordinate to the CSNF are the following organizations:

(a) Commander, Maritime Prepositioning Squadron (CMPSRON). Responsible for MPSRON operations, exercises tactical control of the MPSRON and its movement to the AAA, and coordinates MPS off-load positions with the NSE. Responsible for providing billeting and messing for the Off-load Preparation Party (OPP) and the embarkation of the NSE off-load control unit. He is also responsible for ship's security.

(b) Commander, Navy Support Element (CNSE). Responsible to CSNF for NSE forces assigned. Participates in the off-load planning with the MAGTF and conducts the off-load in coordination with the MAGTF and MPSRON.

(3) MPF MAGTF Commander. The MPF MAGTF commander is responsible for planning and executing all USMC related aspects of MPF operations. As the supported commander, the MPF MAGTF commander controls the landward arrival and assembly

operations throughout the AAA, except for those performed by the TALCE and Naval Forces (NAVFOR). During operations where the MPF augments amphibious operations, the MAGTF may be subsumed by CLF and portions of the MPF MAGTF may chop OPCON to the CLF during arrival and assembly operations. Subordinate organizations of the MAGTF established to conduct the MPF off load are:

(a) Arrival and Assembly Operations Group (AAOG). The AAOG is a task organized group formed to coordinate the arrival and assembly operation for the MAGTF. The AAOG will normally serve as the initial MAGTF command post until the main body arrives. Personnel assigned to the AAOG are drawn from the MAGTF staff, with liaison officers provided by each element and the NSE. The AAOG provides the MAGTF Commander with information concerning the force build up within the AAA and ensures that combat capability is achieved consistent with the commander's desires.

(b) MAGTF Off-load Liaison Team (MOLT). The MOLT provides liaison between the AAOG, CSNF, CMPSRON, and the CNSE. They also support the OICs of the Off-load Preparation Party (OPP) and ship's teams in preparing the MPE/S for off-load and distribution.

(c) Landing Force Support Party (LFSP). The LFSP is a task organization of CSSE personnel from FSSG formed to receive, process, and distribute MPE/S from the NSE off-load organizations and move personnel and equipment arriving in the FIE. The LFSP also includes personnel from the GCE, ACE, CSSE, and MAGTF CE as necessary.

(d) Arrival Airfield Control Group (AACG). The AACG is a task organization primarily comprised of CSSE personnel from the FSSG, formed to conduct airfield operations. The primary mission is to execute the deployment plan and to ensure the smooth and efficient reception of the fly-in-echelon (FIE) into the AAA via the Arrival Airport.

(e) Beach/Port Operations Group (BOG/POG). The POG and the BOG are units task organized to coordinate and control the throughput of MPE/S through a fixed port and/or across a beach. Primarily comprised of personnel from LSBn, the POG/BOG requires augmentation from the ACE and GCE, and coordinate with the NSE to fully accomplish its mission.

(f) Movement Control Center (MCC). The MCC is a task organized element, established to provide control over the ground movement of personnel, equipment and supplies from designated beach/port and airfield staging areas to the various AAOEs throughout the AAA.

(g) Arrival and Assembly Operations Element (AAOE). The AAOE is an agency in each MPF element which is tasked with the coordination of the logistic functions of the off-load of MPE/S and the arrival and assembly of forces for their MSE. They also provide initial command and control activities within its unit assembly area until arrival of the MSE commander.

12. MOVEMENT ORGANIZATIONS. There are five distinct groups that deploy during the execution of an MPF operation. They are as follows:

a. Survey, Liaison, Reconnaissance Party (SLRP). The SLRP is a task organization formed from the MAGTF and SNF's and consists of survey and liaison personnel to provide/gather information concerning the AAA for the MPF MAGTF Commander and the CSNF. They conduct initial reconnaissance, establish liaison with in-theater authorities, and initiate preparations for the arrival of the main body of the FIE and the MPSRON. They normally deploy 8 days prior to off-load.

b. Off-load Preparation Party (OPP). The OPP is a task organization of maintenance and equipment operators, embarkation, and cargo handling personnel from the MAGTF elements and the NSE. They deploy at least 96 hours prior to off-load and prepare the ship's off-load systems and embarked equipment for off-load.

c. Advance Party. The advance party is formed from personnel from the SLRP augmented by individuals and equipment from the deploying elements of the main body. The advance party establishes the AAOG, the LFSP, and the AAOE's. The primary tasks of the advance party are to arrange for the reception of the main body, the flight ferry, and the MPSRON.

d. Flight Ferry. The flight ferry involves the movement of self-deploying aircraft, including associated support personnel, equipment, and aerial refueling aircraft.

e. Main Body. The balance of forces, less the flight ferry, to be moved after the OPP, SLRP, and the advance party

have deployed. The flow of the main body must be sequenced to support off-load and arrival and assembly operations. The flow must be relatively uninterrupted to permit expeditious closure. It must not be introduced faster than logistic support can be provided from the off load and throughput process.

13. LOGISTICS PLANNING. MPF operations are logistical in nature. Logistic planning for MPF operations must include support requirements during marshaling, movement, arrival and assembly and subsequent employment of the MAGTF. A MPF deployment is the sequential buildup of forces and assigned equipment and supplies. Combat capability and sustainability will be achieved by a combination of MPE/S plus personnel, equipment and supplies arriving in the FIE.

a. Off-Load Planning Considerations. Off-load of an MPSRON can be conducted pierside, instream, or through a combination of both. The off-load method will be determined by the SLRP.

(1) Pierside. A pierside off-load is the quickest and most efficient off-load method. During a pierside off-load all vehicles are driven off the ship via the stern ramp and containers are lifted using ships' cranes or host nation cranes.

(2) Instream. MPS have the capability to do a self-contained instream off-load, using organic cranes and embarked lighterage. The sea state will affect any decision on instream off-loads.

(3) Bulk Liquids. Each MPSRON carries containerized equipment and supplies that enable both bulk fuel and water to be discharged.

b. Arrival and Assembly Planning Factors. The decision to deploy a MPF assumes that certain conditions exist in the AAA. The following guidelines and principles should be used for planning:

(1) Beaches. Unlike amphibious operations, logistics considerations drive beach selection for MPF operations. Desirable characteristics include: Egress and road networks to inland destinations; Availability of staging areas near off-load points; Availability of bulk fuel storage facilities;

Landing points for lighterage; Suitable near-shore and offshore hydrographic conditions.

(2) Ports. Considerations include: Ability to accommodate ships of the MPSRON; Port services; Offload capability; Proximity to the arrival airfield and beach; Availability of MSRs.

(3) Arrival Airfield. Considerations include: Runway and taxi way capability for C141/B747/C5 aircraft; Throughput capacity for approximately 30 missions per day; Aircraft staging areas; Instrument and navigation aids; Roads linking the airfield with the beach/port and assembly areas; Material Handling Equipment to off load transport aircraft; airfield lighting.

c. Arrival and Assembly Area Planning Factors

(1) Combat Service Support Area (CSSA) Siting Considerations. Siting considerations include:

(a) Distances between beach, port, airfield, assembly areas, and objective area should be less than 50 miles. This shortens LOCs and reduces size of the MAGTF's local security area.

(b) CSSA needs access to hard-surface road network and sufficient flat, firm ground for container and bulk fluid storage dumps.

(c) CSSA needs working space (1,800 acres/7.4 square kilometers overall) for each functional area detachment.

(2) Supplies. Based on off-load time lines and experience, prepositioned supplies will not normally be available until O+6. By O+6, the AAOG will have directed throughput of sufficient supplies.

(a) Class I Rations. MRE's are prepositioned in sufficient quantity to feed 16,500 Marines and 750 NSE for 30 days.

(b) Class II. Approximately 30 DOS of consumable supplies (less housekeeping and individual equipment) are prepositioned.

(c) Class III. There is a standardized core block of Class III (packaged) for aviation and ground items. Approximately 30 DOS of bulk and packaged POL are prepositioned.

(d) Class IV. Sufficient quantities of Class IV material are prepositioned for barrier, bunker, and shelter construction.

(e) Class V. 30 DOS of Class V both (A) and (W) are prepositioned on MPS.

(f) Class VI. No personal support items are included in prepositioned stocks.

(g) Class VII. Only those PEIs authorized by the MEF and identified on the Unit Equipment Reports (UER) will be deployed in the FIE.

(h) Class VIII. The Authorized Medical Allowance List (AMAL) and Authorized Dental Allowance List (ADAL) consist of equipment and/or consumable supplies required by the deploying force. AMALs/ADALs are prepositioned to support 16,500 Marines for 30 days of combat operations.

(i) Class IX. All MPSRONs have a standardized set of Class IX parts referred to as the Class IX core block.

14. CLASSES OF SHIPS: There are three classes of MPF ships for
a total of 14 ships spread over three MEFs. They are as follows:

a. I MEF is supported by MPSRON-2 with (3) MAERSK class Ships: the MV HAUGE, MV PHILLIPS, MV BONNYMAN, and (2) WATERMAN class SS BAUGH and SS ANDERSON, and (1) TARAGO CLASS the USNS STOCKHAM.

b. II MEF is supported by MPSRON-1 with (3) Waterman class ships, SS OBREGON, SS KOCAK, SS PLESS, and (1) AMSEA class ship, MV BOBO, and (1) Tarago class ship, MV Martin.

c. III MEF is supported by MPSRON-3 with (4) AMSEA class ships, MV LUMMUS, MV BUTTON, MV LOPEZ, AND the MV WILLIAMS and (1) TARAGO CLASS, USNS WHEAT.

15. MPF ENHANCEMENT: The MPF concept has been tried and proven in war and contingencies. As such it is the future of country's national military strategy. In order to improve force closure times, and enhance the MAGTF capabilities an MPF Enhancement (E) program has been developed.

The additional capabilities are the Expeditionary airfield 2000, a Navy Construction Bn, a Fleet hospital with a 500 bed set, and additional MARFOR Headquarters equipment. No additional equipment will be required to support the additional ships. However additional AAOE's will need to be added to the Arrival and Assembly phase for the Navy Construction Bn and the Hospital. The ACE will require a larger AAOE to support their additional capability.

Presently, the Navy, Army, and the Marines are testing out the High Speed Vessel for Fast Sealift Operations. The craft is outfitted with military enhancements such as the helicopter deck, stern quarter ramp, RHIB (Rigid Hull Inflatable Boats) deployment gantry, troop facilities, crew accomodation and more. The craft is capable of carrying 325 troops, more than 494 tonnes of military vehicles and equipment, over 1110 nautical miles at speeds greater than 35 knots.